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CITY OF GRIDLEY

GENERAL PLAN

1983

LAND USE ELEMENT 1

SUPPORT DOCUMENT

Adopted January 3, 1984

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GENERAL PLAN LAND USE ELEMENT

SUPPORT DOCUMENT

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GRIDLEY LAND USE ELEMENT SUPPORT DOCUMENT BACKGROUND AND SETTING

Introduction

This Support Document section provides background to the General Plan Land Use Element, aiding understanding of the basis for land use goals and policies. The information included here on Gridley's history, existing environment, and ongoing and projected trends can also be used as the Environmental Setting of an Environmental Impact Report on the revised General Plan. Much of the information regarding history and existing environment is taken from the 1977 Gridley General Plan and the March 1979 Draft Environmental Impact Report for the Residential Zoning Districts, the December 1978 Draft Environmental Impact Report for Commercial Zoning Districts, and the May 1980 Draft Environmental Impact Report for the Industrial Zoning Districts of Gridley, supplemented by original observation and research.

A. GRIDLEY'S HISTORY AND PLANNING HISTORY

The Gridley areas has been occupied by Indian peoples and, later, white settlers for at least 4,000 years. The Indian peoples of the Sacramento Valley consisted of several linguistically different groups. The Maidu Indians of the Gridley area lived in small autonomous village communities, leading a peaceful hunting-and-gathering way of life. Euro-American settlement began during the 1880's, and was followed by the rapid decline of the Maidu.

Butte County was included as one of California's charter counties upon the State's admission to the Union in 1850. Soon thereafter, in 1852, settlement began in the Gridley area. With

the coming influence of the railroad, the Central Business District began developing around the tracks and in 1905 the community of Gridley became an incorporated city. Today Gridley is the fourth largest incorporated area within Butte County.

Primarily serving as a service center for the surrounding agricultural area, Gridley's industrial employment is concentrated in the processing of food products. Most non-industrial employment is in service areas such as wholesale, retail, finance, insurance and professional.

Gridley relied on zoning ordinances of its Municipal Code for guidance in City planning and procedure until 1961, when James M. Campbell authored a "Master Plan Report" for the City. The first General Plan with a Zoning Map and the nine (9) required elements (authored by Mr. Phillip A. Perry) appeared in 1974. An EIR was completed in 1976 and the revised General Plan Land Use Element (authored by Cook Associates of Oroville) was adopted in 1977. No further updates to the General Plan itself have been done since 1977, although in 1979 under recommendations of Eco-Analysts of Chico, the Zoning Map was altered and EIR's written on areas proposed to be set aside for residential, commercial, and industrial uses.

B. EXISTING CONDITIONS AND TRENDS

1. Natural Environment Summary

Location and Topography

The City of Gridley, located in southern Butte County, California, lies about 2 miles west of the Feather River on essentially flat terrain, with an elevation of 87-93 feet. The

dominant topographic features in the area are Morrison and Live Oak Sloughs and Reclamation District No. 833 drainage system which drain generally south-westward through the eastern and southeastern part of the community. Slopes in the area are mostly less than one (1) percent, except near Morrison and parts of Live Oak Slough, where average slopes up to three (3) percent are encountered over distances of a few hundred feet. The flatness of the terrain makes runoff of surface drainage a complex and difficult (but not unsolvable) growth concern.

Geology and Soils*

Major elements of the geological framework in the region are the Sierra Nevada, the foothills of which extend to within ten miles of Gridley, and the Sacramento Valley, in which a maximum thickness of about 10,000 feet of sedimentary rock has accumulated near the Coast Range foothills west of Gridley.

Beneath Gridley, 5,000 to 6,000 feet of ancient marine sedimentary rocks have accumulated (Hackel 1966). These are overlain by a few hundred feet of relatively young, fresh-water-bearing sedimentary rocks. Two main units are present; the lower one is the Laguna Formation and the upper is the Victor Formation. Only the Victor Formation is exposed around Gridley. East of Gridley, it is overlain by very young river deposits of the Feather River.

*For more details on Geology, Soils and Hydrology of the Gridley area, please refer to the report prepared by Philip A. Lydon, California Registered Geologist #144, on file with the City of Gridley.

The Victor Formation is a variable mixture of silt, sand, gravel and clay with a near-surface hardpan in some places. Wells typically produce under 1,000 gpm.

No modern soil survey has been conducted in Butte County, and information on soils of the area is limited. The information that is available (Carpenter, E.J. et al 1926) indicates that the area soils are generally a mixture of Gridley series, Honcut and Wyman.

Gridley clay loam, a common soil type, has a clay hardpan at about four (4) feet below surface and supports peaches and prunes. Honcut soils are deeper (no hardpan) and support almonds and walnuts.

Hydrology and Flood Hazard Zones

Surface water in Gridley flows south through Morrison and Live Oak Sloughs, which connect with other channels in Sutter County, and through other drainage ditches flowing west ultimately to Butte Sink. Localized seasonal flooding and ditch capacity problems with increasing urbanization have been identified.

Flow levels in the Feather River, two (2) miles away, are controlled by Oroville Dam and levees. There is a 100-year Flood Hazard Zone associated with the Feather River but no flood hazard zones are located within the Gridley city limits or sphere of influence.

Groundwater is abundant in the Gridley area, the water table averaging about 8 to 10 feet below the surface in the shape of a mound under the city from which the groundwater moves towards the

east, south and west. Groundwater quality is generally excellent.

Climate

The climate of Gridley is modified Mediterranean, typical of the Sacramento Valley. Hot dry summers and cool rainy winters prevail. Annual precipitation averages approximately 20 inches. Occasional light snowfalls occur, melting rapidly. Temperatures in excess of 100 degrees are not uncommon; the average high temperature for July is about 95 degrees F. The mean monthly low for January is 35 degrees F., but temperatures in the twenties and teens are not uncommon, especially in low-lying areas. The growing season extends from late March through late November.

Windflows are influenced by the nearby Sutter Buttes, and because of the Buttes, cross currents are more common than in other areas of the County. The primary wind axis of the Valley is southeast-northwest.

Air Quality

Air quality in Butte County is relatively good, but because federal standards for carbon monoxide (CO), photochemical oxidants and suspended particulates are occasionally exceeded, the county has been designated as an Air Quality Non-Attainment Area. The northern Sacramento Valley has a high potential for air pollution because of the surrounding mountain ranges, restricted surface windflows, and persistent temperature inversions. Vehicular traffic has been the major source of CO and the primary constituents of photochemical oxidants (smog). Agricultural activity, including open burning, is a significant

source of suspended particulates. The County has had an Air Quality Attainment Plan prepared to propose methods for reaching attainment status.

Vegetation and Wildlife

The lands within Gridley's Sphere of Influence have been changed into urban or agricultural habitats by man. The primary agricultural uses in the area are orchards (almonds, walnuts and prunes), field and row crops, primarily rice. Long term cultivation practices have eliminated most signs of the original valley floor habitat of perennial grasses, forbs and Valley Oaks. Only scattered oaks remain near the edges of fields and adjacent to sloughs.

Due to intensive agriculture, mammals are mostly limited to riparian areas. Rabbits and rodents can be found in the cultivated areas; and skunk, raccoon and squirrels are present along streams and sloughs. Orchards, shade trees, grain fields and pastures provide feeding and nesting sites for numerous song bird species. Hawks and owls are common on the periphery of the town. Pheasants, magpies and quail, also occur in fields and berry bushes around Gridley. Amphibians of the Gridley area are typical of rural areas in the Central Valley, with bullfrogs and tree frogs as the most common species. Reptiles common in the less developed areas include lizards, gopher snakes and rattlesnakes.

Gridley is located in the Pacific Wildfowl Flyway and is eight (8) miles northeast of the Gray Lodge Waterfowl Management Area, a major resting area for waterfowl migration. A normal

high concentration of birds at the wildlife area during the winter months is approximately one million birds. Thirty (30) species of waterfowl have been recorded in the area.

No rare or endangered species of plants or animals are known to or suspected to inhabit the Gridley area.

2. Historic Environment Table 1.1

(The following is a condensation of a report prepared by Keith L. Johnson, California State University, Chico. His full report is included as Appendix 4 of the E.I.R. for the Residential Zoning District of Gridley, adopted October 1979).

A number of historic buildings of potential National Register quality still exist in Gridley. The most prominent of these are the old railroad station, the Fagan home and the G.W. Gridley home. Evidence of prehistoric settlement in and around Gridley is very limited. The most sensitive areas, the areas, with the highest potential for archaeologically significant sites, lie adjacent to Morrison and Live Oak Sloughs, just south and east of town.

3. Socio-Economic Environment Table 1.2

Population Characteristics* See under (

Population data for Gridley are shown in Table 1. These data show that the city grew rapidly between 1930 and 1950, and at a slower rate during the sixties and seventies. The population only grew by 2.77 percent between 1970 and 1975, but

*Summarized from the Housing Element Gridley General Plan

FmHA home construction since 1975 has been accompanied by an acceleration in population growth. Judging from changes between 1970 and 1980, based on U.S. and Butte County Census data, Gridley's population is growing not only faster (still at less than 2% per year), but also becoming older and less affluent financially (see Table 2).

Table 1

GRIDLEY POPULATION GROWTH 1930-1980

<u>Year</u>	<u>Population</u>	<u>% Change</u>
1930	1800	
1940	2338	30
1950	3054	31
1960	3343	9
1970	3534	6
1980	3982	13

Table 2

GRIDLEY AGE AND INCOME TRENDS

	<u>1970</u>	<u>1980</u>
Percent 65 years and older	15	30
Percent with incomes under poverty level	16	34

More detailed information on Gridley's age structure, income profile, ethnic composition and other population characteristics can be found in the Housing Element of this General Plan.

Future projections: Population, Household size. Gridley's population will reach 5037 in the year 2000, assuming that the average rate of population growth of 1.3% per year is maintained over the next twenty (20) years. This projection also assumes

that the decline in Gridley's household size will continue at its present rate (0.74% per year) until 1987, and then will level off, keeping the household size at about 2.43 persons. A total of 520 new households would be added to Gridley between the years 1980 and 2000.

Existing Land Uses

Acreages representing the existing (early 1983) pattern of land uses within Gridley's City Limits are summarized in Table 3. Large parcels of agricultural land are scattered outside the urban area, with largest expanses occurring east of Highway 99, inside Gridley's Sphere of Influence.

Table 3

CURRENT LAND USE WITHIN GRIDLEY'S CITY LIMITS

Land Use	Acres	% of Total City Area
RESIDENTIAL		
Suburban & Low Density	326.26	40.5%
Medium Density	13.49	1.7%
High Density	17.94	2.2%
Total Resid.	357.69	44.4%
Commercial	96.03	11.9%
Industrial	10.39	1.3%
Public	114.92	13.6%
Recreational	16.94	2.1%
Total Non-resid.	238.28	28.9%
Vacant	215.93	26.7%
Total	806.4	100.0%

Source: Gridley Existing Land Use Map, February 1983

Economic Base and Employment

Gridley is an agricultural service center, built upon and surrounded by highly productive prime agricultural soils. Most of Gridley's working residents are employed in activities related to farming, such as those listed in Table 4, or in support services for the community's families.

Table 4

AGRICULTURE-RELATED EMPLOYMENT IN GRIDLEY

Rice Storage Mills (RGA)
Trucking
Farm Machinery Manufacture
Farm Machinery Repair
Cannery
Prune Drier Distributions (Sunsweet)
Chemicals (Fertilizers and Pesticides)
Crop Dusting
Nuseries

Source: Butte County Agricultural Commissioner, Gridley Office

The Gridley area is home base for approximately 1500 to 1800 farm laborers and their families, most originally from Mexico. Some of these farm workers reside in Gridley on a seasonal basis, but increasingly are becoming more stationary as farm labor becomes mechanized and unemployment insurance more available. The exact numbers of farm laborers resident within Gridley's City Limits is not yet determined. However, a close approximation of this number will be included in the results of a house-to-house survey to be completed in the spring of 1983.

Data from the 1980 U.S. Census, summarized in Table 5, shows that Gridley residents work mainly in the agricultural industries and retail trades, with educational services and non-durable goods manufacturing as secondary sources of employment. Gridley residents work both in and outside the City in significant proportions, some commuting to the Marysville area and some to Chico and Oroville.

Table 5

EMPLOYMENT BY INDUSTRY - CITY OF GRIDLEY, 1980

Industry	Respondents	%
Agriculture	195	16
Construction	42	
Nondurable goods mfg. (cannery)	112	9
Durable goods mfg.	97	
Transportation	34	
Communication & other public utilities	29	
Wholesale trade	39	
Retail trade	225	18
Finance, insurance, real estate	33	
Business & repair services	72	
Personal, entertainment, recreation services	61	
Health services	77	
Educational services	110	
Other professional & related services	54	
Public administration	53	
Total responding	1233	

Source: 1980 U.S. Census, STF 3

Table 6 shows that Gridley has about the same level of unemployment as the County, but a much lower level of overall employment because there are fewer people in the work force. This reflects Gridley's older age structure and high proportion of retired people, especially within the City limits.

Table 6

1980 EMPLOYMENT STATUS
CITY OF GRIDLEY, GRIDLEY AREA, BUTTE COUNTY

<u>Employment Status</u>	<u>City of Gridley</u>	<u>Gridley Area--*</u>	<u>Butte County</u>
Employed	41.0%	45.0%	56.0%
Unemployed	6.5%	7.0%	6.5%
Not in Labor Force (Retired and Misc. Other)	52.5%	48.0%	37.5%

*Gridley CCD outside City Limits only.
Source: 1980 U.S. Census, STF 3

Agricultural Productivity of Area Soils

Principal crops grown in the Gridley vicinity include prunes, peaches, walnuts, kiwifruit, and some rice. The hardpan which underlies most of the area soils (Gridley Clay Loam) restricts subsoil drainage and reduces the suitability of the land for tree-nut crops. Tree crops which are more tolerant of poorly drained soils, such as peaches and prunes, are better suited to the area. Honcut soils are generally well drained and can accommodate nut crops.

Streets and Traffic

Gridley is accessible from the north and south via State Route 99, which passes through the eastern part of town. Current traffic at the intersection with Spruce Street averages 11,050 ADT. Caltrans estimates that traffic between Archer Avenue and Spruce Street will increase to 19,520 ADT in 1998. A project consisting of signalization, widening and left turn lanes for the intersection of Spruce Street with Highway 99 is currently in progress. Improvements including addition of 8-foot shoulders and some left turn channelization have been planned for the 1985-86 fiscal year for the section of Highway 99 between Live Oak's City Limits and the East Biggs Highway; this should involve little or no work within the City of Gridley. No other improvement projects for Highway 99 through Gridley are included in Caltrans' current Planning Program.

In the future, increased industrial, commercial and residential use is expected to bring the stretch of Highway 99 through Gridley to service level E (congested) during peak

hours.* Widening of Highway 99 between West Liberty Road and Magnolia Streets has been placed on Caltrans' projects list, but is currently low priority. Caltrans may decide to construct a freeway bypass east of the City Limits, with access to Gridley streets.

The City is also accessible via a number of County roads, including W. Biggs-Gridley Road (2900 ADT), Colusa Highway (3930 ADT), E. Gridley Road (6200 ADT) and Little Avenue (1530 ADT). These are all two-lane paved roads, maintained by Butte County.

Within the City, streets are maintained by the Gridley Public Works Department. The city has a five (5) year program for resurfacing roads, in which the County is under contract to the City to chip-seal streets according to their level of use and severity of need. At present only Idaho Street needs reconstruction, and cost estimates are under preparation. Reconstruction work will be done by a private contractor. Other road reconstruction to be done when development occurs includes Fairview Drive and its extension, an extension of Washington Street, and other road extensions as shown in the Circulation Element.

The Circulation Element indicates that except for two (2) intersections (Magnolia at Washington and at Jackson), Gridley's streets have sufficient capacity to accommodate anticipated

*Please refer to the Circulation Element of this General Plan for background information on this and other details regarding traffic and circulation.

future growth. Road extensions and selection of an east-west through truck route, and other measures recommended in the Circulation Element should prevent future congestion and traffic safety hazards.

Public Services

Fire Protection - Fire protection is provided by the Gridley Fire Department. The main station, located at 665 Kentucky Street, houses two (2) engines, each carrying 1,250 gallons of water. The department employs three (3) full-time personnel and the Chief. Volunteers from the City's 20-man force assist the paid personnel. The department shares a full-time dispatcher with the Police Department. A County-owned cooperative station is located east of the city, on East Gridley Road. This station houses County personnel and equipment and a City-owned engine. The City and County have joined in a mutual aid agreement for all structural fires within a 48 square mile response area. Emergency response time within the city is two (2) minutes or less. The city fire hydrant system is generally adequate. Gridley has a fire insurance rating of Class 5.

Police - The Gridley Police Department employs nine (9) sworn officers, in addition to the Chief. An animal control officer is also included in the department. Ten (10) reserve officers are available for assistance on weekends. Five (5) dispatcher-clerks keep the police office open twenty-four (24) hours a day, and also dispatch for the Fire Department, after hours for the Public Works Department, and occasionally for the Gridley Ambulance.

The Police Department will continue to use reserve officers to supplement the regular force. Since officers are now rated as to whether they can serve unassisted based on educational level, Gridley's reserve force is being upgraded through training and recruitment until the majority will be Level 1 (top level) officers. In addition to the Chief's car, the department maintains three (3) marked patrol cars and one (1) unmarked patrol car. The department has a mutual aid agreement with state and county law enforcement agencies. Emergency response time within the city is approximately two (2) minutes or less.

According to Chief Donnahoe, traffic violations, specifically those due to drunk driving, consume most of the force's time. Major crime is not a serious problem in Gridley. The most serious problems are related to bar fights, although theft, arson and burglaries occur from time to time. Narcotics trafficking is becoming a problem. Parole violations by parolees transferred to the Gridley area from other parts of the state are also beginning to occupy more time of the Gridley Police Department.

With budget allocations as of May 1983 and reserve officer recruiting, Chief Donnahoe does not foresee manpower shortages or requests for additional officers as long as the historic rate of growth in Gridley continues.

Schools - Most elementary school children in the Gridley area attend schools of the Gridley Union School District - McKinley, Sycamore and Woodrow Wilson Schools. Elementary-age children living in the extreme southern portion of the area

attend Manzanita School which is in a district by itself. High school students attend Gridley Union High School (also in its own district).

The three(3) Gridley School District elementary schools currently have a combined enrollment of 1,162 students. These schools have accommodated as many as 1,350 students in the past which is considered maximum capacity. Manzanita School has an enrollment of 155 and a capacity of 270 students. Gridley Union High School is currently 83 students below capacity, with an enrollment of 592. Kindergarten enrollments are currently increasing (see Table 7), indicating a possible trend toward increase in family size. This, as well as new residential growth, will create the need for more school capacity in the future.

Table 7

TREND IN KINDERGARTEN ENROLLMENT IN GRIDLEY SCHOOLS

<u>School Year</u>	<u>Fall</u> <u>Kindergarten Enrollment</u>
1979-80	102
1980-81	125
1981-82	128
1982-83	145

Source: Gridley School Superintendent's Office

The school districts cooperate in busing children, to provide greater efficiency and cost savings. They have adequate bus capacity to handle growth for several years, although new bus schedules may be needed.

Medical Services - Hospital service in Gridley is provided

by the Biggs-Gridley Hospital, which also serves Biggs, Richvale and Live Oak. The total population of the service area is approximately 22,000. The hospital has a capacity of 55 beds with an average occupancy rate of about fifty percent (50%).

Don Marquis, the Hospital Administrator, feels that with normal occupancy the hospital can provide adequate service for the next twenty (20) years. Any expansion or improvements will be in the services provided rather than in bed capacity.

Gridley Ambulance Service (owned by Oroville Medical Center) maintains one (1) vehicle and employs four (4) full-time and two (2) part-time drivers and aides. When necessary, an additional vehicle is available from Oroville. Response time to anywhere within the city is less than three (3) minutes. Gridley Ambulance Service receives an average of thirty (30) calls and a maximum of 50-55 calls each month.

According to Ron Schelldorf, Manager, the company has no plans for paramedic service, although Oroville will have paramedic service within the next year. An additional vehicle may be needed as residential areas build out, but no problems are foreseen in providing this additional service.

Public Library - A branch of the Butte County Public Library is located in Gridley. The branch currently holds 15,000 bound volumes and also provides local residents with periodicals, phonograph records and newspapers.

Gridley's Branch Library has recently moved to a new location across from the Biggs-Gridley Hospital and the convalescent care center. The location of the new building

provides ready access to senior citizens. It is also handicapped-accessible, and provides more adequate parking, public restrooms, and a multi-purpose room. This multi-purpose room will be available to the community for rent for lectures, films and other cultural events under a selection policy set by the County Board of Supervisors. Access to back issues of periodicals and to the latest audio-video tapes available through the North State Cooperative Library Association will be other new services provided in the Library's new buildings.

Although the Library's facilities and services have expanded, its number of volumes will stay the same. Its staff was cut in 1981 from 3 to 2; the Library now has one (1) full-time position and one (1) half-time position. The building itself is constructed so that it can expand from 5000 square feet to an additional 2000 square feet. With expansion, the staff and number of volumes could increase by twenty (20) percent.

Cemetery - The Gridley-Biggs Cemetery District maintains a cemetery, north of Gridley on Highway 99. Robert Thomas, Superintendent-Manager, estimates that the present site will be adequate for approximately 100 years.

Recreation - The City of Gridley does not have an organized recreational activity program. The City maintains one (1) large park (13.5 acres), located near Haskell and Cherry Street, and a small park (2.3 acres) near the center of town. This "plaza" is on Southern Pacific Railroad land and has a permanent gazebo and picnic tables. Another small (0.8 acre) piece of railroad

property on the south side of Sycamore Street is also maintained as a "green area" by the City with no permanent facilities. The City also maintains two temporary "mini-parks", with no facilities, at stub-ends of non-through streets in the southeast corner of Gridley. No current plans exist for further provision of parks by the City.

A park foreman and one full-time maintenance man are employed to care for the parks. In addition, one maintenance man is employed in the spring and summer for park upkeep and in the winter months on sewer and water systems maintenance.

Utilities

Electrical System - Electrical service in Gridley is provided through a municipally-owned system which was constructed prior to 1945. The system consists of a service line grid and a single sub-station. It was designed to serve a population of 10,000 to 20,000 at current demands; peak capacity is 10 megawatts (MW).

Gridley's demand for electrical energy is increasing at a faster rate than the population. Table 7 indicates that between 1965 and 1978, peak demand during August grew from 2.96 MW to 6.90 MW, an increase of 133 percent. During the same time period, Gridley's population only grew about 12 persons. Between 1979 and 1981, peak summer demand increased by 6.9% while population increased by 2.9%.

TABLE 8
PEAK ELECTRICAL DEMAND
1965-1986

<u>Year</u>	<u>Peak Demand (MW)</u>	<u>Peak Month</u>
1965	2.96	August
1970	4.42	June
1975	5.97	July
1976	6.26	July
1977	5.95	June
1978	6.90	August
1979	6.41	August
1980	6.58	July
1981	6.85	July
1982	6.60	August
1983	6.84	August
1984	6.88	July
1985	6.83	July

In 1983 the City constructed a new "modular" substation with a capacity of 12.5MW, which can be increased to 18 MW. It has a design useful life of 50 years, and is expected to have adequate capacity for more than 20 years.

The electrical system is maintained by the Electric Division of the Department of Public Works. Personnel include an Electrical Supervisor who is a journeyman lineman, two other journeyman lineman, and a groundman. The electric department currently operates five vehicles: two compact pickup trucks, a one-ton flatbed truck, a line truck, and an aerial high-range truck.

Electricity is purchased from the U.S. Bureau of Reclamation through the Northern California Power Agency (NCPA), and delivered to the city via the P.G.&E. system. Gridley is allotted 9.4 MW maximum of "firm" (uninterruptible) power. This contract is firm until the year 2004. Gridley is slowly approaching the limits of its allotment from the Bureau of Reclamation, consuming an annual average of about 5 MW in a typical year, and nearly 7 MW during a hot summer. The NCPA is developing new energy sources, and when they come on line, Gridley will receive a portion of the power produced.

The power sources currently being developed by NCPA will provide adequate additional power to meet the increased need for power by the City. Energy conservation programs, and a rate structure which includes increasing unit costs for increased consumption will help to conserve power within the City.

Gas - P.G. & E. provides natural gas to Gridley through an 8-inch pressure main which lies along Highway 99. Two-inch feeder lines serve the entire city. No problems are anticipated in servicing new development.

Telephone - Pacific Bell serves the Gridley area. No problems are foreseen in providing service to new development.

Water Service - All areas within the Gridley city limits are served by the municipally-owned water system. The system is comprised of four (4) wells which are joined by a single network of distribution lines. The 10-inch water main which connects all City wells is being upgraded over time to bring all sections up to 10 inches in diameter (some sections are still 6 or 8 inches

and restrict the system). This project (about 5000 feet of line remaining) should be completed by 1986. The water system also includes fire hydrants and other appurtenant features. Fluoride is added, but no other treatment is necessary. The operator of the water system also operates the sewage treatment facility, with the assistance of maintenance and repair personnel from the streets and storm drain crew.

Waste Disposal - A new wastewater treatment facility was completed in late March, 1979. It consists of an aeration lagoon, polishing ponds and algae removal, and percolation ponds. The facility is located just east of the Feather River, but no effluent is discharged into the river. The old ponds, west of the river, will be used for emergency storage and storage during rainy periods.* A new 16-inch pressure sewer connects the new facility to the City sewer lines. The system is designed to meet the current requirements of the Regional Water Quality Control Board and to serve the City's needs for approximately 20 years.

During rainy periods, a large amount of stormwater infiltrates old sewers in the downtown area. This greatly reduces the effective capacity of the sewage system. During the winter and spring of 1982-83, the City Engineer completed a program monitoring the leakage to assess the nature of the necessary repairs. At present, the City has no commitment to a specific plan of correction, but has requested the City Engineer

* A 3-way valve and lift station can re-direct sewage flow back to the new plant for treatment when it can accept wastewater again.

prepare a Capital Improvement Plan after sewer line televising and other investigations carried out in 1983 have been completed. The recommendations for repair may include sealing joints and or replacement of pipe segments, depending on leakage monitoring results. In certain parts of town (e.g. along Randolph Road) new sewer lines may be made necessary by new development to prevent excessive loading of the existing system.

The City of Gridley currently employs a single plant operator for the new treatment plant and the water system. One member of the Public Works Staff is a certified backup operator for both the water and wastewater systems with one additional backup operator for the water system only. Ongoing training will result in three Grade 2 operators (certified for both water and wastewater system operation) within the next year to two, and one more to be trained at a later time.

The City of Gridley contracts with the Biggs-Gridley Solid Waste Disposal Company for residential garbage service. Garbage pickup is mandatory. The disposal company employs six men on three trucks. On week-ends the company operates a transfer station just north of town. Paul Worden, Superintendent of the company, believes that full build-out of proposed growth would require at least a doubling of manpower and equipment.

Public Health

In general, the municipal water and wastewater systems of Gridley provide a safe and adequate water supply and sufficient

sewage treatment capacity for the current population and anticipated growth within the General Plan Area. However, a potential public health problem does exist in the presence of large numbers of mosquitoes and the periodic presence of encephalitic viruses and malaria. The breeding areas for various vector species of mosquitoes include local pastures, rice fields, marshes, irregular drainage and irrigation ditches, and seepage areas. Major areas include irrigated pastures in "hobby farm" areas in Gridley's south and west sections, seasonally flooded lands south and west of Gridley, and Reclamation District No. 833 Lateral E to the north of Gridley. A recent (1978) survey, of the Gridley area by Butte County Mosquito Abatement District personnel revealed thirty significant mosquito-producing areas within or adjacent to the City of Gridley.

Minor malaria outbreaks have occurred in southern Butte and northern Sutter Counties. The source is usually an outside visitor from a malaria-infected area, and the distribution is usually local and limited. The occasional appearance of equine encephalitis is more significant. Evidence of Western Equine Encephalitis was detected in south and central Butte County and northern Sutter County in 1978. A potential safety hazard exists in the form of uncovered irrigation ditches traversing areas set aside for residential development.

4. Development Patterns and Trends

Residential

Table 9 lists all residential development in Gridley by location, size of development, type of structure and source of

financing. The trend in housing construction has been single family detached homes, mostly publicly financed for low-to-moderate income residents. Most of the publicly financed housing has been built in tracts, and tends to be of uniform or similar appearance within the tract. A lower proportion of private housing occurs in developments, and is mostly custom-built. Other than the apartments built for senior citizens, Gridley does not have much apartment housing. Some in-filling has taken place in addition to the new subdivisions around the town's south, west and north edges, but most of the new development has been on the town's periphery. In particular, most of the publicly-financed development has taken place at the town's south end.

TABLE 9

RESIDENTIAL CONSTRUCTION IN GRIDLEY, 1970 - 1985

<u>Location</u>	<u>Development Name</u>	<u>No. Units in Development</u>	<u>Developer</u>	<u>Finance Source</u>	<u>Type of Structure</u>
N. W. corner	Van Demark Subdivision	13	Private Contractor	Private	Single- Family Detached
W. Side	West Side Estates	12	Private Contractor	Private	Single- Family Detached
S. End	Liberty Estates	75	Private Contractor	Public	Single- Family Detached
S. End	Gridley Oaks	56	Private Contractor	Public	Senior Citizen Apart.
S. End	Haskell Street	48	¹ BCHA	Public	Senior Citizen Apart.
N. End	Pheasant Run (a)	58	² CHIP	Public	Single- Family Detached
N. End	Pheasant Run (b)	16	Private Contractor	Public	Single- Family Detached
Scattered, in Central Neighborhoods		38	Private Contractors	Public	Single- Family Detached

1. Butte County Housing Authority

2. Chico Housing Improvement Program

Gridley's neighborhoods have slowly expanded to meet the drainage and irrigation canals. Developments around the town's periphery have begun to depart from the traditional "grid" street system with curved streets and non-through streets. Some of these internal street patterns do not include adequate provisions for crossing canals or otherwise connecting with the surrounding present and future street system. Because of improperly planned street connections and the high cost of canal crossings, some developments have obstructed Gridley's orderly expansion.

Commercial

Downtown

In 1869 the California and Oregon Railroad extended through Gridley and, like other valley towns, commercial growth centered around the rail system. The downtown area adjacent to the railroad prospered well through the early history of the City. With the advent of the automobile and the State Highway System, commercial businesses began to grow along Highway 99. Although the economic and physical health of the downtown has deteriorated in recent years, the area still remains the main place of activity for annual celebrations and parades. It is important that the City work to rejuvenate the downtown area as it provides a historical and cultural center which is irreplaceable if lost.

In 1979, a downtown renewal/beautification program was undertaken by the City in which crosswalks were repaved with cobblestones, and planters were placed along certain streets. However, the 1980's have thus far not seen a resurgence of vigorous trade in Gridley's downtown. In spite of high gasoline

prices, residents often drive to Marysville, Oroville or Chico to take advantage of lower prices and variety in large discount stores and shopping centers.

The downtown area requires changes to reaffirm its economic viability. Many of the downtown buildings are in need of rehabilitation. Rehabilitation efforts should retain or establish a downtown design theme based on the historic character of Gridley. The City, working with the property owners, should explore the various public and private financing methods available for downtown improvement projects.

By retaining a light commercial zoning for the downtown area which is conducive to pedestrian traffic and zoning the highway for more intensive commercial uses, the integrity of the downtown area as a retail commercial center could be protected.

State Highway 99

Gridley has remained an agriculturally based rural service center, with 'strip' development along Highway 99 serving both travelers and Gridley residents. Commercial uses have grown along the highway, especially with the development of the Heritage Oak shopping center, most businesses located on the highway are of a general or highway commercial use. Automobile sales and service, equipment rental and repair are typical uses found on the highway.

Highway 99 is the main entry route into the City. Development has occurred without adequate design review. The lack of landscaping has left the highway with a generally unappealing frontage.

Industrial

In 1985, Heinz USA, a division of the H.J. Heinz Company of Pittsburgh, chose to relocate their rice cake manufacturing plant (Chico-San) in the City of Gridley. Chico-San has been the first major industry to locate in the Gridley area in many years. The Gridley site was chosen by Heinz because of the location's close proximity to the rice crops, relatively inexpensive municipal electricity and small agricultural town atmosphere of Gridley, according to Heniz representative (Ken Smialek, Manager of Operations - Chico-San).

Although the site of the Chico-San plant is in the northeast corner of the City, it is not anticipated nor planned for that industrial growth will continue north of the present site. A large area of vacant property in the southern section of town west of the highway has been prezoned for industrial use due to its proximity to the highway and railroad. Circulation and adequate drainage will need to be addressed for future development of this proposed industrial area.

Employment in Gridley is limited to agricultural related work (increasingly mechanized) and services needed to support the residents. Unemployment is high, disposable income is low; and, in spite of high gasoline prices, increasing numbers of Gridley residents are traveling to surrounding cities to work and shop-while still residing in Gridley. This raises the question of a trend towards being a "bedroom" community. Whether the Chico-San industry will attract other businesses/industries to Gridley cannot be ascertained at this time.

Location of industry is generally a sensitive issue. It is recommended that development of manufacturing be monitored carefully by the City to discourage impacts caused by unplanned or indiscriminate project approval.

REFERENCES

A. PERSONS AND ORGANIZATIONS CONSULTED

ORGANIZATION OR AGENCY

NAME

State of California

Department of Transportation (Caltrans)

Jim Stanley
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